Lynne Barker
Project Sponsor
Network Rail North & East Region
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Your Ref Leeds North West Platform Extensions

Case Ref PRM-IOP-00613

IN Number
UK/61/2026/0011

28th May 2026
Contact: Matt Gillen

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London
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Dear Lynne

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
LEEDS NORTH WEST PLATFORM EXTENSIONS – KIRKSTALL FORGE PLATFORM 1 AND 2 EXTENSIONS

I refer to your application for authorisation received on the 08 May 2026 and the subsequent revision of technical file documentation, received on 26 May 2026. Following review of your application, I can confirm that ORR grants authorisation under regulation 4(1)(a) of the Railways (Interoperability) Regulations 2011, as amended.

This authorisation is for the placing in service of **Kirkstall Forge Station Platform 1 and 2 extensions**, which have been completed to facilitate the introduction of the Class 331 in 6 car formation for Northern Trains.

This authorisation is defined by the following limits:

Object of Assessment	ELR	From	To
Kirkstall Forge Platform 1 and 2 extensions	TJC3 (Up and Down lines)	199m 29ch	199 31ch

There are no restrictions or limitations of use on the structural subsystem as described in the UK Declaration of Verification (Reference: 175724-NWR-00-0000-HSF-W-PM-000133, Version P02, dated 11/05/2026) and the ApBo/DeBo File (Reference NCB/N05707/CAR/10, Issue 1.0, dated 05/05/2026).

The Safety Assessment Report (SAR) (Reference: NCB/N05707/SAR/11, Issue 1.0, dated 27/01/2026) undertaken by the Assessment Body concludes that there is sufficient evidence to demonstrate suitable application of CSM-RA for this pre-commissioning stage of the project lifecycle.

Your Declaration of Control of Risk (DoCoR) (Reference: 157897-SCR-170500-SPC3-34-REP-ESS-000002, Version A01, dated 23/03/2026) states that all identified hazards and associated risks arising from these and any previous project stage-works are controlled to an acceptable level. The Eastern Region System Review Panel has endorsed the DoCoR for authorisation, subject to the completion of two actions. Subsequent evidence has been provided to demonstrate that these have now been closed.

The infrastructure subsystem(s) authorised by this letter must be operated and maintained in accordance with Regulation 20.

You should be aware that any future modifications to the authorised subsystem may constitute a ‘renewal’ or an ‘upgrade’ as defined in Regulation 2. If a project entity, in relation to the project, considers that the modification meets either of these definitions they may apply, in accordance with the provisions of Regulation 13, to the Department for Transport (DfT) for a decision on whether a new authorisation will be required. Should DfT decide that an authorisation is not required they must consult with ORR whether authorisation is required on safety grounds.

As the project entity you are responsible for retaining the technical file, keeping it up to date and making it available to the ORR in accordance with Regulations 18 and 19.

If you are not the owner of the authorised subsystem you shall within 60 days, in accordance with Regulation 19(3), transfer the technical file, certificate of verification and verification declaration to the owner of the subsystem and the owner shall then be regarded as the project entity. If the owner, in accordance with Regulation 19(4), disposes of his interest in the authorised subsystem, they shall within 60 days of the disposal transfer the technical file, certificate of verification and verification declaration to the person acquiring that interest and that person shall be regarded as the project entity.

Please note that the person who applied for the authorisation shall send particulars to the owner of the infrastructure to enable the owner of the infrastructure to enter the items on the Register of Infrastructure in accordance with Table 1 of Commission Implementing Decision 2019/777 as amended by Regulations 21 to 30 of The Railways (Interoperability) (Miscellaneous Amendments and Revocations) (EU Exit) Regulations 2020. This will include

such further information as the registration entity may reasonably require set out in the relevant standard.

The person who applied for the authorisation to place in service may apply to the ORR for a determination of type. You will receive the type authorisation after providing the relevant data to the ORR.

If you are the operator, may I remind you of the need to have adequate arrangements within your Safety Management System to control the risks associated with this infrastructure subsystem(s).

This decision letter will be published on ORR's website.

Yours sincerely

Steve Fletcher
Deputy Director, Engineering & Asset Management

Cc

James Le Grice	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
Dermot Kelly	ORR Head of Civil Engineering
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